

**NOTICE TO CONTRACTORS**

**IDAHO FEDERAL AID PROJECT NO. A011(986)**

**I-90, EAST OF COEUR D'ALENE; BRIDGE REHABS**

**SHOSHONE & KOOTENAI COUNTY**

Sealed bids will be received only at the office of the Idaho Transportation Department, 3311 West State Street, Boise, Idaho, until two (2) o'clock p.m., [March 23, 2010](#), on the items below. Bids will be publicly opened and read by the Idaho Transportation Board or their representatives. Proposal guaranty is required in an amount equal to five percent (5%) of the bid. This proposal guaranty must be in the form of a Cashier's Check or a Certified Check in favor of the Idaho Transportation Department, on some bank in the State of Idaho, or a Bidder's Bond.

The Idaho Transportation Department, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the regulations of the Department of Commerce (15 C.F.R., Part 8), issued pursuant to such act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, religion, color, sex, national origin, age, or disability in consideration for an award.

On this contract the specified DBE participation goal is not a set percentage requirement. The ITD FFY2010 DBE overall annual statewide goal is 10.5%.

**NOTICE TO PROSPECTIVE FEDERALLY-ASSISTED CONSTRUCTION CONTRACTORS**

By signing a proposal, the Contractor certifies that he does not maintain segregated facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor.

Plans and detailed information can be secured from the Idaho Transportation Department, Boise, Idaho and are on file for examination at the offices of the District Engineer at **Coeur d'Alene** Idaho, Associated General Contractors, Boise, Idaho; Hayden Lake, Idaho; Idaho Falls, Idaho; Twin Falls, Idaho; Spokane, Washington; and at the Spokane Construction Council, Spokane, Washington; IC Plan Room, Salt Lake City, Utah; Tri-City Construction Council, Kennewick, Washington; Intermountain Contractors, Boise, Idaho; Missoula Plan Exchange, Missoula, Montana; and Associated Builders & Contractors, Spokane, Washington; Northwest Montana Plans Exchange, Kalispell, Montana; Builders Exchange, Bozeman, Montana; Twin Falls Plan Room, Twin Falls, Idaho; Mountainlands Area Plan Room, Orem, Utah; Roy, Utah; and Salt Lake City, Utah; Lewiston Clarkston Plan Service, Lewiston, Idaho; and at The Builders Exchange, Pocatello, Idaho; Valley Plan Center, Seattle, Washington; Daily Journal of Commerce, Portland, Oregon; Montana Contractor's Association, Helena, Montana; The Builders Exchange, Everett, Washington; Sandpoint Plan Center, Sandpoint, Idaho; Sierra Plan Room, Las Vegas, Nevada; and the Contractor Plan Center, Clackamas, Oregon.

**A non-refundable handling and mailing charge of FIVE DOLLARS (\$5.00) plus applicable sales tax** will be made for bid documents. Phone orders to (800) 732-2098 (in Idaho) or (208) 334-8430 shall be made by credit card (Visa or Mastercard). Written requests shall be made by check or money order to the Idaho Transportation Department, Attn: Revenue Operations, P. O. Box 34, Boise, ID 83731-0034.

The Fair Labor Standards Act of 1938 (U.S.C.A. Title 29, Paragraphs 201-219, Chapter 8) shall apply in the employment of labor for this project.

The Contractor will be required to pay not less than the minimum wage rates of Form SP-L-IN predetermined by the Secretary of Labor for the project, as set out in the advertised specifications and bid proposal. Such rates will be made a part of the contract covering the project.

(Contractors bidding this project must hold a Public Works Contractors License prior to award of the contract.)

The work contemplated under this contract consists of [hydro-demolition & silica fume overlay of bridges and mill & inlay of approaches on I-90, MP 40.07 to MP 70.87; I-90, East of Coeur d'Alene; Bridge Rehabs](#), known as Idaho Federal Aid Project No. [A011\(986\)](#), in [Shoshone & Kootenai](#) County, Key No. [11986](#), and includes the following quantities: (FOR ADDITIONAL INFORMATION CONCERNING THIS PROJECT, PLEASE CONTACT RESIDENT ENGINEER **\*\*\*MARVIN FENN\*\*\* AT (208) 772-1253**).

Completion of the work on this project will be required [WITHIN 65 CALENDAR DAYS](#), as stated in the Proposal Form.

IDAHO FEDERAL AID PROJECT

IDAHO FEDERAL AID PROJECT NO. [A011\(986\)](#)

I-90, EAST OF COEUR D'ALENE; BRIDGE REHABS

ITEM NO.	DESCRIPTION	QUANTITY	UNITS
105-010A	DISPUTE REVIEW BOARD-3 MEMBER(CONT ITEM)	1.000	CA
303-021A	3/4" AGGR TY A FOR BASE	140.000	TON
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	288.000	GAL
502-435A	APPROACH SLAB	193.000	SY
510-005A	CONC OVERLAY	711.100	CY
617-045A	DELINEATOR TY 9	450.000	EACH
626-010A	RENT CONST SIGN CL B	1688.000	SF
626-040A	RENT CONST BARR CL B TY III	11.000	EACH
626-050A	RENT DRUM CL B	135.000	EACH
626-060A	RENT VERTICAL PANELS CL B	270.000	EACH
626-075A	RENT ADV WARN ARROW PANEL TY C	6768.000	HR
626-100A	RENT INCIDENTAL TRAF CONT ITEM	1.000	LS
626-105A	TRAF CNTL MAINTENANCE	2790.000	MNHR
630-005A	FLAGGING	1400.000	HR
632-005A	CONC BRIDGE DECK REM CL A	10920.400	SY
632-010A	CONC BRIDGE DECK REM CL B	1162.600	SY
S105-20A	RECORD OF EXISTING PAVEMENT MARKINGS	1.000	LS
S203-21A	OBLITERATION OF PAV MARKINGS	32000.000	FT
S203-25A	REM OF EXISTING APPROACH SLAB	1.000	LS
S400-20A	COLD MILLING	5760.000	SY
S405-25A	SUPERPAVE HMA PAV INCL ASPH&ADD CL SP-	762.000	TON
S501-05A	EXPANSION JOINT ASPHALTIC PLUG JNT - S. FK. EBL	82.000	CF
S501-05B	EXPANSION JOINT ASPHALTIC PLUG SYSTEM	103.700	CF
S501-06A	EXPANSION JOINT 3" COMPRESSION SEAL	590.100	FT
S501-06B	EXPANSION JOINT 1-5/8" COMPRESSION SEAL	307.500	FT
S501-06C	EXPANSION JOINT 2" COMPRESSION SEAL	163.100	FT
S501-06D	EXPANSION JOINT SILICON SEALANT	256.600	FT
S501-30A	SP BRIDGE REMOVAL OF EXPANSION JOINT ARMOR	282.600	FT
S501-30B	SP BRIDGE THRIE BEAM GUARDRAIL REPAIR	25.000	FT
S501-30C	SP BRIDGE REMOVAL OF EXPANSION JOINT	292.000	FT
S501-35A	SP BRIDGE REMOVAL OF ASPHALT OVERLAY	6751.500	SY
S501-35B	SP BRIDGE REPAIR SLOPE PAVING	250.000	SY
S501-35C	SP BRIDGE REMOVAL OF PF-60 PATCHES	333.000	SY
S501-40A	SP BRIDGE ELASTOMERIC CONCRETE HEADER	9.090	CY
S501-51A	SP BRIDGE PATCH AND REPAIR CONCRETE SURFACE	25.000	SF
S612-15A	PORTABLE CONC GUARDRAIL	3875.000	FT
S612-20A	REM & RESET CONC GUARDRAIL	12520.000	FT
S626-05A	PCM SIGN	2544.000	HR
S626-35A	NIGHT WORK LIGHTING	1.000	LS
S900-50A	CONTINGENCY AMOUNT FATIGUE CRACK REPAIR	1.000	CA
S900-50B	CONTINGENCY AMOUNT WATER POLLUTION AND EROSION CONTROL	1.000	CA
S900-50C	CONTINGENCY AMOUNT TEMPORARY CRASH CUSHION REPAIR	1.000	CA
S900-50D	CONTINGENCY AMOUNT MISCELLANEOUS GUARDRAIL REPAIR	1.000	CA
S900-50E	CONTINGENCY AMOUNT MISCELLANEOUS REPAIR	1.000	CA
S900-63A	PAV MARKING SPRAY APPLIED MMA	48000.000	FT
S901-05A	SP TEMPORARY CRASH CUSHION	5.000	EACH
S901-05B	SP MOVE AND RESET TEMPORARY CRASH CUSHION	12.000	EACH
S901-05C	SP RENT TRUCK-MOUNTED ATTENUATOR	4.000	EACH
S911-05A	SP TEMP WET REFLECTIVE REM PAV MARKING TAPE (WHITE)	20000.000	FT
S911-05B	SP TEMP WET REFLECTIVE REM PAV MARKING TAPE (YELLOW)	20000.000	FT
S911-05C	SP ABUTMENT UNDERDRAIN SYSTEM	147.000	FT
Z629-05A	MOBILIZATION	1.000	LS

The Idaho Transportation Board reserves the right to reject any or all bids and to waive technicalities as may be deemed necessary and of interest to the State.

The Idaho Transportation Board may reject a proposal, after due consideration, if the evidence revealed by questionnaire and other factors indicates the bidder is incapable of performing the work contemplated to the satisfaction of this Department, within the time limit as specified by the proposal.

The Idaho Transportation Board may reject the proposal if past work performed by the bidder for this Department has been unsatisfactory, either from the standpoint of workmanship or progress, or if he has work under contract which is incomplete and which may, in the judgment of the Idaho Transportation Board, endanger the completion of the work herein contemplated, within the time limit specified.

TOM COLE, P.E.  
Chief Engineer